

# HISTORIC TOURING TORQUE

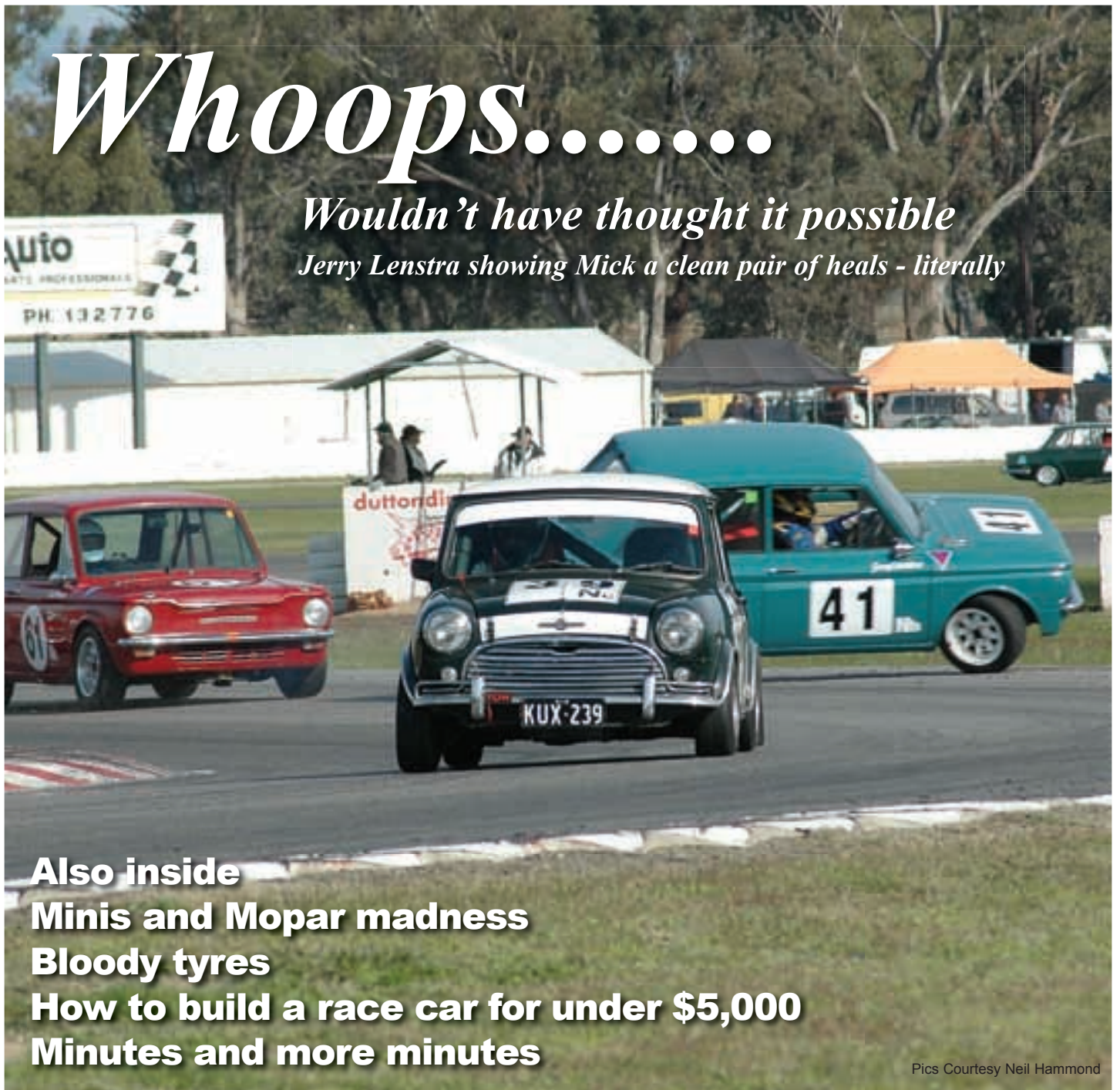
June 2008

Magazine of the Historic Touring Car Association of Victoria - [www.htcav.com.au](http://www.htcav.com.au)

## Whoops.....

*Wouldn't have thought it possible*

*Jerry Lenstra showing Mick a clean pair of heels - literally*



**Also inside**

**Minis and Mopar madness**

**Bloody tyres**

**How to build a race car for under \$5,000**

**Minutes and more minutes**

Pics Courtesy Neil Hammond

**Historic Touring Car**  
Association of Victoria

**NEXT MEETING - AGM!**

**8pm Wednesday June 25 2008**

**Bells Hotel, Moray Street South Melbourne**

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## HISTORIC TOURING CAR ASSOCIATION OF VICTORIA INC.

### INCOME & EXPENDITURE STATEMENT

	1/7/07-31/5/08	1/6/06-30/6/07
<b>Income</b>		
Advertising	1,225.00	4,050.00
Annual Dinner (Net)	400.00	1,050.47
Interest Received	1,390.52	1,205.18
Marquee Costs (Net)	320.00	30.00
Subscriptions	18,034.00	15,575.00
Total Income	21,369.52	21,910.65
<b>Apparel</b>		
Sales of Apparel	1,130.00	906.80
Opening Stock	-2,003.40	-2,647.00
Purchases of Apparel	-2,055.74	0.00
Closing Stock	3,238.00	2,003.40
<b>Surplus on Apparel</b>	<b>308.86</b>	<b>263.20</b>
<b>Total Income &amp; Apparel result</b>	<b>21,678.38</b>	<b>22,173.85</b>
<b>Expenses</b>		
AHTCA Costs	1,780.00	1,800.00
Annual & VSCRC Trophies	3,369.60	4,842.00
Audit Fees	500.00	0.00
Bank Charges	223.15	235.20
CAMS Fees	660.00	660.00
Depreciation	291.00	539.00
Filing Fees	104.70	101.20
General Expenses	441.50	400.23
Internet Costs	420.00	555.00
Loss on sale of equipment	300.00	0.00
Magazine Costs	6,692.71	8,844.45
Marketing & Promotion	1,441.00	1,161.80
Printing & M/ship Costs	1,456.13	1,003.25
Race Meeting Nibbles (Net)	933.24	1,172.95
<b>Total Expenses</b>	<b>18,613.03</b>	<b>21,315.08</b>
<b>Net Surplus for the year</b>	<b>\$3,065.35</b>	<b>\$858.77</b>

	31/5/08	30/6/07
<b>BALANCE SHEET</b>		
<b>Assets</b>		
Cash on Hand	75.00	75.00
Cheque Account	4,132.36	4,567.64
ANZ V2S	8,629.35	12,466.54
Term Deposit	17,413.13	8,750.52
ESANDA Debenture	1,123.45	1,123.45
<b>Total Cash funds</b>	<b>31,373.29</b>	<b>26,983.15</b>
Apparel on Hand	3,238.00	2,003.40
Advertising Debtors	950.00	3,575.00
Sundry Debtors & Prepayments	728.43	275.00
<b>Total Current Assets</b>	<b>36,289.72</b>	<b>32,836.55</b>
Equipment at Cost	1,601.68	3,370.38
Equipment Accum Dep'n	-435.30	-1,213.00
Equipment at w.d.v.	1,166.38	2,157.38
<b>Total Assets</b>	<b>37,456.10</b>	<b>34,993.93</b>
<b>Liabilities</b>		
Sundry Creditors	0.00	-603.18
<b>Net Assets</b>	<b>\$37,456.10</b>	<b>\$34,390.75</b>
<b>Members' Funds</b>		
Surplus b/f	34,390.75	33,531.98
Current Year's Surplus	3,065.35	858.77
<b>Total Members' Funds</b>	<b>\$37,456.10</b>	<b>\$34,390.75</b>

This year our financial year ends at 31 May "as usual". Last year was a once off 30 June year end.

## VALE Ray Hoey

Ex member and original member of the Fred Bath, Geoff Saunders Team for their Morris Elite, Passed away Saturday 7 June after a long battle with the dreaded enemy.



# Race Territory!

The amazing new Ford Territory is the ultimate all rounder, with great towing capacity, availability of AWD or RWD in 5 or 7 seat configuration. To organise a test drive - or to discuss your next new Ford car or light truck - see one of the Stillwell boys, Nick or Chris or phone Nick on 0408 176 596.

**knoxford** 

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Sadly this is my last report as President of this wonderful Club. But it won't be the last you'll hear from me. I've got loads of

rubbish to dribble on about as you are all no doubt aware.

I'd like to thank all the committee members who have worked with me over the years. I'm not going to mention anyone in particular, you've all helped push this Club forward to where it is now. We've got a good membership, some money in the bank, probably the best newsletter of any car club, a happy bunch of racers and a profile.

Our profile is what pleases me the most. We get quotes in magazines, photos in others, are recognised at CAMS and promoters and organisers now ask us for our opinion on matters. This is a terrific platform to build upon. I hope we can really kick up a gear. However times are a little tough at the moment and will need careful handling.

I also need to thank people like Ted, Ken and Eddie, to name a few, who do so much behind the scenes and who always have the HTCAV's best interest top of mind. Also the lovely Margarets. See I should never have started naming names, now I'm worried I've forgotten someone.

Last month's guest John Bowe made the night one to be remembered. John spoke very, very well and he will be a good friend to the Club for years to come. Longer if someone loans him their car! I'm making a deal with John that if he helps set up my BMW I'll let him drive it at an Historic event.

I hope to be able to get Jum Richards in the near future as well.

The Phillip Island dodgem car incident has been widely talked about around Australia. Peter Martin was exonerated of the charge (see more page 12) but the incident has sparked a call for better warning systems should a similar incident happen again. It's a worthy cause and hopefully something will come of it. I just hope that in the short term you ALL take good care of yourselves and pay extra attention at starts. I myself called for all turn 1's to be removed as there were always incidents there too!

### AHTCA

There's been some movement on a national level. I'm sure Mat will tell you all about it next week, cos I can't remember what it was.

### Historic Commission

Bob's away at the moment but we hope when he returns we'll see Bill Cutler get the call up to the HC. That will be a mighty achievement for the Club and Group N.

### Eligibility

Thanks again to David Twigg who has attended almost every committee, general, state council, blah blah meeting I can remember. He also turns up at the track to spy on us. He does a great job and hardly anyone hates him. Big round of applause.

### Tyres

Snore, snore. There's some stuff on page 11 about tyres. Nuff said!

### Christmas Party

Following last year's very successful and lavish party we've decided to once again book the Watsonia RSL. The plan is to move south next year. Scribble December 6 in your diary NOW.

### AGM

Come along next week and vote some people in or out. It will be a pretty straight forward meeting followed by a non-minuted open floor as per last year.

### Get well soon

I'm sure everyone in the club wishes Glenda Zinner a smooth and quick recovery from her mild stroke she suffered the other week. And then Ken went and got a Kidney stone to compound the matter. Get better both of you - quickly.

### Historic Winton

It looked as if the pre-grid procedure in the lower V8 Supercar garage pit lane worked very well. Which is a start.

The Austin 7 club emailed our Club asking why we thought the Nc numbers were down compared to Nb. After some email traffic around the committee I replied pretty much this:

1. They don't like the handicap. There's no warm up lap and this race poses the greatest possibility of damage to the cars.

2. There is still a pretty bad taste in some people mouths over last years scrutineering debacle and the way some competitors were spoken to. As well as the abysmal drivers briefing.

From the reply I've so far seen our concerns are being taken seriously.

### Website

Thanx to Michael Cruse for setting up the forum. And soon they'll be a new front end too. What do you want on the site. Tell us so we know too. [webmaster@htcav.com.au](mailto:webmaster@htcav.com.au)

### More photos

Could everyone submit a photo of themselves and their car(s) so we can start building a "This is us" page on our website. Please mail to HTCAV PO Box 16 Chadstone Centre Victoria 3148 or [webmaster@htcav.com.au](mailto:webmaster@htcav.com.au)

### Dorians Wanted

I'm looking to borrow some Dorians and chargers for the 6 hour relay in August.

Please contact me on 0409 137 629 if you can help out

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magazine clearly?  
Can't see those  
racing lines?**

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A year has passed (ever noticed, fellow old farts and fartettes, how quickly they seem to slip by the older you get? A bit like fuel falling faster when you're in the last quarter of the tank, money running out when income stops, and how the last bit of a bottle of red always tastes the best when there's precious little of it left... good heavens I seem to be rambling even before the first sentence is complete - well the bloody Jagermeister does a fine ramble and he's only young, albeit gainfully unemployed, thus giving him more time to muse) since I took on the hallowed role of Your Editor. In that time, thanks to the helpfulness of Psitticava Creativa we have managed to turn out a reasonable looking product that's probably up there with most other car club monthlies in Australia. Must be something to with the aforementioned elderliness of flatulence, but wrestling with unfamiliar computer programs does me no good at all and it seems that as a result of my mewling and whinging the soon-to-be ex President and new Vice President, if elected, will also be taking a bigger role in physically

producing the mag. He was always called in at the end because of my technical incompetence but now it seems there'll be more of a division of labour where I ping out the words and he slams it into the format. It'll be faster and then we argue over the final product over a bottle of something mischievous. Sounds good to me. Thanks Jerv.

At the risk of making his pocket wetter than it is already, I think The Club owes The Parrot a giant vote of thanks for the untold hours put in over the last five years. The sheer volume of queries, many of which are time-wasting, as well as the responsibility of the whole thing, not just at race meetings and club meetings but through any given week, is huge. Our feathered friend has not only discharged these manifold duties personfully but his infectious enthusiasm (eewww - do you think we might catch it?) and bright avian ideas have given this Club what it needed at the time - a leg up to the next level. The HTCAV is, thanks to his leadership and of course to his very hard working executive and committee members over the years, now a club that is respected and admired.

And in the manner of newspaper editorials giving their endorsement to those running for High Office, this journal has no qualms in giving its support to Dean Bryant who, given that there have not been any last minute nominations, looks set to be our next Pres. He has all the

credentials - youth, energy, dynamism, bald bonce and single status so he can spend the hours doing the club homework at night without being yelled at. Go for it Dyno!



It seems that all Clubs are the same - the very few work their arses off for the majority who stand around and criticize - but this year it's been heartening to see a couple of our newer members, namely Messrs Cruse, P. and Hibbert, M., willing to come on board to help put in so the Club can put out. Cruse, P. has a largish brother, Cruse, M., who of course has already put in to the Club's website to create the excellent new HTCAV forum. Excellent work, lads!

In this issue you'll read about what must be the cheapest way to get yourself into a historic touring car, the upshot of what happened after the big prang at the Island, Winton race reports, the ever funnier and weller-writing Mat Jager and more.

Oh - if you want to put in to the Club - send something to the magazine. We reserve the right as editors to edit or reject, but hey, we can't do that bit unless you do yours.

## LOOK-A-LIKES



Be the first to name the three look-alikes by email to [editor@htcav.com.au](mailto:editor@htcav.com.au) and win a \$20 meal voucher at the next Club meeting



# BECOME A CHAMPION FOR UNDER \$5,000

He's back from New Zealand with a brilliant idea! George Opoczynski, otherwise known as George Opposite-Lockski, George Alphabet or even George Opportunity (come on guys, it's really easy – *Opper-Chin-Skee* – say it three times and you've got it) has a concept that's just right for these straitened times and perfect for the family notion of historic motor sport. It's a one-make section of our new Speed Championship where you can buy, equip and compete in your competition for between \$3,000 - \$5,000! Amazing but true.

## How the idea came about...

George was looking for somewhere to store his race car and found that the President of the Volvo Car Club has a factory brim full of 140 series Volvos - the last of the good Volvos before they went all safety marketing and sloppy. Their market value is between \$300 and \$1,000 each and they aren't half bad as a historic touring car – really. The up-to-200 HP engines and transmissions are unburstable, the brakes are great, the mid corner speed is outstanding and it's really only the 1100 kg that slows them down.

Hmmm, thought George, what about a Volvo 140 series as part of the HTC AV Speed Championships, under a few simple controls to keep costs down and competition close? Already he's had expressions of interest from six or so people – the rules have been drawn up - become a member of the Volvo and HTC AV clubs and away you go, with a good chance of winning the HTC AV Speed Championships for a minimal

investment, with your CH plates available through the Volvo Car Club. Then if you want to upgrade you can cage the car and go racing in the Under 2-litre Group Nc class (wow, that will fatten the available points!)

## The proposed rules at a glance:

Car: Pre 1973 Volvo 142,144 or even 145 (wagon). Purchase cost between \$300-\$1000.

Engine: Volvo B20 2 litre 4cyl injected running completely as standard, or carburettored B20 engine: Carby cars must be standard unported Volvo B20 head, 10:1 comp ratio, 40, 42 or 44mm intake valves, 35mm exhaust valves and standard springs. Maximum overbore 1.5 mm. Choice of three cams Standard C grind or control Cam 1 for Stromberg carbs, standard or Control Cam 2 for SUs. Standard headers for injected cars, extractors are free for carbied cars and all cars run control 2.5" side pipes and mufflers. 98 ULP.

**Transmission:** Standard 4-speed or 4 speed o/d, autos are OK, flywheels can be lightened. Any Volvo diff of the period.

Brakes, running gear, suspension: Standard Volvo callipers, pads free. 6" rims, standard suspension or control springs and shocker kit from Topperformance. Group N tyre list, say, Yokohama A032R or A048R 205/60 x15, 195/60 x 14.

**Kit:** Standard seat with belt, or race seat with harness. Fire extinguisher, working lights, proper bonnet restraints. Floor coverings may be taken out.

Pretty cute idea huh? Volvos of that

era come with a roof that carries its own roll cage of sorts (talk to the blokes who crush cars and they won't have a bar of them, so to speak) so it means that they're a pretty sturdy thing for precious sons and daughters to get their first feeling of motor sport in. They're fun to drive, super cheap to buy, run and race and great for the sense of humour when people bang on about bowling hats – TEFE\*.

Seems like the HTC AV can win some new members, the Speed Championship has a ready-made field, the Volvo Car Club guys get a strap-on championship to shoot for and best of people can be introduced to the sport to get the most for the least.

## How fast will they go?

Even in this form they should be good for close to 1.40 at Sandown and 2.10 at the Island, and in improved form with a cage, more neds and bits and bobs? Around another 8 faster at Sandown and 10 seconds faster at the Island, I'd reckon.

George (ex fitter and turner, Economics graduate, ex BMW marketing guru, builder and now construction project manager) was once a hot Renault R8 fiend who progressed to Volvos. You may remember the red 122S driven by him, Crackers and even once by your humble editor and which is now owned by Bill Benic (a capable 2.04 car at the Island). When George moved to NZ he bought the ACT punter Vince Harmer's Volvo 142S which in Vince's hands did a 1.58. He will campaign this until his new lightweight super 122S is finished. Over the pond he's been racing it in Australian Nc format against the NZ sports sedan style historic tourers and doing very nicely thank you. You can expect to see George is this pictured car out soon.

## What do you do now?

If you fancy being up and running with still time to win this year's HTC AV Speed Championship, get the parking money out of the ashtray, practice saying *Opper-Chin-Skee* three times, call George on 0411899255 and he'll arrange everything. It's as simple as that.

\*Tell 'Em, F\*\*\* 'Em



# MINIS AND MOPAR DOMINATE WINTON

Minis and Mopars dominated proceedings at the 32nd Historic Winton. Two first time winners in Ian Pringle and Anthony Ramadge (both in Len Read powered Cooper S's) won the Nb scratch races while Rob Braune and Michael Hibbert (both in Chargers) finished one-two in both Nc scratch events. The weather was again fantastic save for a small spittle late on Sunday.

## Nb

In the opening race pole winner Henry Draper (Mini) soon found himself immersed in an all Cooper S dice of massive proportions at the front. It all came unstuck though at turn one when Lindsay Seibler (Mini) locked a brake



Trengrove (EH), John Bourke (EH), Colin Doolan (Cortina) and Paul Girt (Mini) were next with Eddie Dobbs (FE) just outside the top ten.

with Reynolds fifth narrowly in front of Doolan. John Bourke (EH), Howard, Girt and Fairlam rounded out the top ten.

## Nc

Pole man Braune was quickly into the lead as Ray Challis' (Torana) first ever race at Historic Winton suffered a set back after a spin exiting the sweeper. Kevin Heffernan (Torana) also fell off, this time exiting turn two and losing third place in the process. The dice of the race was between the Toranas of Alf Bargwanna and Gary Edwards for third as Braune hung the tail out for lap after lap much to the crowds delight. The increasingly competitive Hibbert was never far away and pushed Braune to the flag with Bargwanna just beating home Edwards in fourth. Peter Burchell (Mustang) was fifth after a great battle with James Frolley (Mustang), the seventh placed Paul Cruse (Twin Cam Escort) pushing them all the

In the handicap Team Holloway almost made it a one-two with Michael leading James until Michael Stupka (Imp) displaced James for second place (obviously those mud flaps were to blame eh James?).



whilst diving up the inside of Roger Howard (Mini) and connected. Pete Melick (Mini) had nowhere to go and retired with damage while Howard lost many places but continued. Richard Fairlam (EH) was the leading non-Mini qualifier in sixth but his attack ended after an oil filter dislodged and dropped all the Holden's oil. After qualifying an impressive tenth Helen Lindner (Mini) was right in the mix until she happened upon said oil and spun off entering turn one, bringing the car to a stop but falling right down the order. Pringle took the win from Ramadge and Draper with Phil Reynolds (Mini) and Seibler next then impressive Winton rookie Nick Cascone (ex Cleaver Cortina) sixth. Brent

Pringle lead early in the final scratch race while Cascone dropped from fifth place after a lose in the esses. Ramadge slipped through into the lead as Draper had a huge battle with Seibler for third until breaking free and then getting past Pringle to move into second. Ramadge took the victory under darkening skies from Draper and Pringle who just held off Seibler



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Pics Courtesy Neil Hammond



way. Heffernan recovered to be eighth then Lawrie Nelson (Dobbs Torana) and Stuart Brown (Torana) in tenth.

Race two started without Frolley after a fuel pump problem ended his meeting. Braune again hooked up nicely to lead Hibbert as Edwards found a way past Bargs after another ding dong tussle. Rory O'Neil (Porsche) retired with a guard folded onto a tyre and bent steering

after contact with Brendan Hare (Capri). Braune won from Hibbert and Edwards then Bargwanna, Heffernan, Brown, Cruse, Burchell, Challis and Nelson.

The handicap saw a clash between Hibbert and the Porsche of South Australian John Nelson, the latter retiring with a crunched guard. Ian Watt (Triumph 2.5 PI) led for some time until eventual winner

Hare and Lawrie Nelson went through.  
Darren Knight



Pics Courtesy Neil Hammond

Pics Courtesy Neil Hammond



## Minutes - Annual General Meeting 27 June 2007

Held at: Bells Hotel

Meeting opened at: 8.14 pm

**Apologies:** Marty Lambert, Scott Slater, Lindsay Cripps, Tony Hubbard, Mark Brewster, Rob Burns, Mick Stupka, Russel Pilven

**Proxies appointed by:** - Peter Sneddon, Ben Read, Barrie Read, Anthony Read, Trevor Talbot, Neville Smith, Brian Dermott, Steve Bye, Bill Trengrove, Brent Trengrove, Tony Hunter, Lindsay Cripps  
Guests: Michael Cruze

New Members: Bob Lorich

Minutes from Previous Annual General Meeting: Minutes moved to be accepted by Jill Hergt; Seconded by John Bendell. Minutes approved.

Business arising from Previous Annual General Meeting Minutes: None.

Minutes of the Previous General Meeting (May 2007): Minutes moved to be accepted by Ian Watt; Seconded by John Luxmoore. Minutes approved.

Business arising from Previous General Meeting Minutes (May 2007): None.

### Reports:

#### Secretary:

Correspondence: MBE Statement; Department of Justice Annual Statement; ANZ #1 account statement; ANZ Term Deposit Record of Investment; ANZ Credit Card Application.

After three years on the committee of our club I have decided not to move over for others and not to re-nominate for a position on the committee. Over the three years there has been much change that we have embraced which in the final analysis has benefited us as individuals and as a club in various ways. The club's ability and preparedness to debate internally and to contribute to issues and opportunities externally in a consultative and constructive way is commendable. Notwithstanding the environment in which we now participate in our sport, the club and its membership somehow always continue to find a way to do what we love doing and just get on with doing it within the established parameters and long may this continue to be the way. In conclusion, I'd like to wish the incoming committee all and every success and all members a safe and successful year of competition.

#### Treasurer:

As at 31 May 2007:

ANZ #1 Account: \$4054.84

ANZ V2 Account: \$12466.54

Investment Account (Esanda Debenture): \$1123.45

ANZ Term Deposit: \$8506.62

Petty Cash (on hand): \$75.00

In Summary:

Total Income for the Year: \$21,151.75

Total Expenditure for the Year: \$20,609.7

Operating Surplus for the Year: \$805.25

Total Net Assets (Members Funds) at end of Year: \$34,337.23

The club's financial statements for the 2005/06 and 2006/07 years respectively were to have been reported at the AGM tonight. Notwithstanding that all the relevant documentation was delivered to the appointed party on due dates as agreed, a misunderstanding about the starting point of the audit as well as a much later than expected start of the actual job and compounded by the auditor actually being away until the end of July, means that the audited financial statements will now only be able to be presented at the August general meeting.

Thanks again to Danielle Jager for continuing to act as our public officer.

Treasurers report moved as true and correct by: Don Knight; Seconded: Ken Zinner. Treasurer's report accepted.

#### President:

The committee over the past year has worked hard to provide members with a programme of race events to suit members and as a result we are getting some of the biggest grids ever seen at our calendar nominated events. We are being asked for our input into the calendar, with the scope of our input reaching all stakeholders in the process. In this regard, it looks as if we may have managed to get Bill Cutler to attend HC meetings as Bob Cracknell's understudy. The club is in a financially sound position having made a small surplus again. Membership (albeit slightly down from last year) continues to be strong and approaching the two hundred level. We are proposing to have a new editor (second time around) for next year to continue the fantastic work of the outgoing editor to what is a very valuable (internal & external) communication tool for the club. The club is in great shape to move forward and wish to thank all members and the committee for their participation and support of the club. Thanks to Mark and Rod who have not renominated for the committee for 2007/08.

Club merchandise – members (and the public) should have greater access to club merchandise at club meetings and race events at which we compete

#### Vice-President:

(I) have nominated to continue as VP for the club but have decided to no longer race. Additionally, I will continue to be available to represent our club at the competitors representative group for the State series to continue the work that has delivered some good results so far this year. Members should please continue to support the club's nominated calendar of events (three remaining for the year). The HQ Club have again invited us to participate in their family day on 29 September (twilight event). Last years' event was sensational and it is a good opportunity to invite friends, suppliers, mechanics etc. to participate and have some fun with us.

#### Competition:

Entries for Sandown have another week to go before closing – please get in your entry on time. For this event, please note that exit from the circuit will again be at turn 1. It is pleasing to note that there are no issues reported on driving standards in our category. If anyone has a problem at a race meeting, please contact me to support you in approaching officials to resolve your issue/problem. We have found in the past that this way of approaching matters tends to lead to resolution of the problem amicably and a lot quicker. At the same time please continue to support CAMS and their officials to implement their processes successfully. In addition to the BIMF event at Bathurst (now moved to February), the Easter event is being proposed to be run under the auspices of the FOSCA. Entrants to events must expect to be scrutineered at any time, particularly as they approach the fourth event or twelve month since their last audit inspection.

#### Point Score & Trophies:

Thanks again to Rod who has done a fantastic job with pointscore and trophies over a number of years, particularly where it has been necessary to arrange things at the 11th hour. Well done!

#### Membership:

As follows: Competition – 132 (LY – 146); Social – 25 (LY - 32); Life and Honorary – 6 (LY - 5); Non-financial – 40 (LY - 33). Competition and social membership has decreased and non-financial members have therefore increased. The number of new members who have joined is encouraging as is the number of new cars that have entered the category this year.

Marketing of the club, particularly at race events has fallen short in promoting the club where we are most likely to recruit new members and should be addressed going forward.



## AHTCA:

The AHTCA has had a much quieter year with the move of the Biante Series to the 3rd category. At the beginning of the year we secured a voice for members in the eligibility process with a seat on the touring car specific eligibility panel (HTCEC), which was approved in principle by The Historic Commission, only to find that by January they'd changed their mind. In circulating issues to the state clubs for consideration, we haven't met the time-frame expectations of the Commission nor that of the state clubs and internal processes need to be streamlined to facilitate quicker turnaround times. By definition, eligibility matters need to continue to be considered on a national basis and we will continue to have an inclusive approach and will take whatever time it requires to collate national consensus. The AHTCA is a useful conduit for the smaller state clubs to have a voice nationally and there are recent examples where SA and Qld in particular have had the opportunity to have valuable input. May I take this opportunity to thank those two clubs in particular, the competitor group from Tasmania and Victorian members Jervis Ward and David Twigg for their tireless efforts in reviewing the needs of competitors and utilizing the AHTCA in the manner hoped for. At the next meeting in July, the AHTCA will be reviewing its aims and objectives to be inclusive of the AASA should the need arise. In line with our state clubs, there should be no barriers regarding which race meetings we promote to you, the competitors. One of our objectives has been to adopt a policy of category sponsorship at non-historic meetings. Our category and club could benefit enormously from corporate sponsorship at non-historic meetings, a view expressed by many members in our recent club survey. I will recommend to the AHTCA that we approach the Board with a serious proposal to relax regulation 3-1.3 in the Historic preamble. Finally, the AHTCA will give its support to the Victorian competitor groups who have championed the principles of consultation, openness, accountability and transparency – the COAT principle. Other groups have raised this at State Council and at Board level, only to see it disappear. This principle must be promoted. Last year there was a cost to the club of \$1800 in the form of capitation fees, a cost that will not be levied this year. At the July AGM of the AHTCA (I) will be resigning as secretary of the association and shortly thereafter will ask the committee to seek nominations from club members to be our club's representative on the AHTCA.

## H C:

The HTCEC has not been restructured yet, however it is envisaged that it will be done in due course with a view to making it more streamlined but at the same time not detracting from the inclusive nature of the process. Tyres has been the most vexed issue that the commission has had to deal with of late with regard to Group N. The moratorium on 50 series tyres runs out on the weekend of 30 June 2007 and a new tyre list has/will be published (refer CAMS website for appropriate Bulletin). Tyre manufacturers will be required to provide detailed information with regard to their nominated tyres before being published on the list and to date only Yokohama and Dunlop have done so. Congratulations to the committee for the job it has done and is certainly looked at from outside as an example.

## Newsletter:

The editorial reigns have been handed over to Chris Ralph who has previously edited the newsletter and has also been a regular contributor. Thanks to all members who have regularly contributed with either pics. and/or articles. As always, additional advertisers are required for the magazine, so please let your suppliers etc. know. Please support the family day – the last one held by the HQ Club at which we also participated was terrific. ( I ) have again nominated for the committee and wish to endorse participation on the committee as a great experience and way of getting to know about the club, its members, the category and its administration etc.

## Eligibility/State Council:

No report.

Statement required under Section 30 (3) of the Associations Incorporation Act 1981

There are no club assets that have a charge over them and the club does not hold any assets in trust for another organisation and together with the (earlier) presentation of the financial statements is compliant with the requirements of the Act.

## Special Business:

The following proposed changes to the club's Constitution as published in the May 2007 copy of the club magazine was decided as follows: -

Addition to the Constitution of the Historic Touring Car Association of Victoria

Insert into the Constitution in the appropriate paragraph the following wording:

“ Executive and ordinary Committee members may only serve a maximum of three consecutive terms (3 years) including any change of portfolio held”

“ In the event of a situation where a disproportionate number of members are due to retire from the executive (75%) and it is deemed by the incumbent committee to compromise the efficiency of the committee, a vote of members at the AGM would be available to address the situation for one further term”.

Purpose of the addition:

By enforcing regular turnover of key identities within the club seek to achieve four aims.

1. Ensure entrenched ideologies potentially driven by one or two identities are not allowed to continue without question.
2. Encourages the incumbent committee to identify hidden talent within the club and encourage greater participation.
3. Ensures a regular turnover of committee members will inject fresh thinking into the activities of the club and thereby giving the best opportunities for member growth and continued strong voice at competition level.
4. Remove the notion held by many floor members that the enthusiastic and willing can be left to carry the load of club administration for an indefinite period.

Moved: Don Knight

Seconded: Graham Slater

It was reinforced by the seconder of the proposal that the intent of the proposal was in the best interests of the club and its members going forward.

Resolution of Proposal: Proposal defeated by a majority show of hands of members present together with proxy votes received from members for and against the proposal

## Election of Committee of Management & Office Holders

The meeting was handed over to Bill Cutler, the nominated returning officer. All current positions of the Committee of Management and Office Holders were declared vacant. Nominations received to the Committee of Management and as Office Holders are as follows: -

President – Jervis Ward

Vice President – Mark Barbour

Secretary – Deborah Brown

Treasurer – David Floyd

Ordinary Members of the Committee – Russel Pilven, Dean Bryant, Gordon Cox, Chris Ralph & Alan Brown.

As the number of nominations are equal to the number of vacant positions, all nominations for all positions are elected unopposed and are therefore declared elected for the 2007/08 year.

Meeting closed at: 9.20 pm

# BOWE-ING DEEPLY



**We are not worthy, we are not worthy...**

The May meeting of the HTCAV saw an address by our highest profile guest of modern times, the affable, enduring, and very quick in all categories – John Bowe – recently released from the strictures of V8 Supercar racing and loving it.

We were lucky to have such a luminary talk to us, he was reportedly a bit nervous about what he might be in for, but he soon found what an excellent Club we are and by all accounts he had a great time.

Full marks to Jervis for greasing up to him on previous occasions, lending him his car, gaining his confidence, wrangling a club appearance from him and then conducting the interview so smoothly. After a funny introduction by the fearless and very cheeky parrot (sort of a taller, unbespectacled and less hirsute Andrew Denton) it was an easy question and answer situation as Bowe took questions from the floor.

We heard about his start in the sport, his early open wheeler days, his introduction to touring cars via Volvo (oi, read the article on the new Volvo champs) the works version of which he thought was a pretty good car and his getting into trouble for being faster first time out at Bathurst than its owner, the early Sierra days, and much more.

John likes our cars and our categories, but still can't believe the

lack of brakes – and that was when he drove good cars, imagine what he'd have found further back in the pack – or further back in time! He sees a great future for our branch of the sport, especially as the profile of racing classic and muscle cars seems to be on the rise. With people like John, Glenn Seton and Jim Richards coming into the broad spectrum of historic touring car racing, Lou, that's gotta be good for football!

The previous weekend at the Winton Historics saw a world first and a scoop photo from the mobile phone of Jeremy Mantello – the first time John Bowe had paid for anything in motor racing for about 30 years. It was a piece of roll bar foam to make him more comfy in the open wheeler, purchased from our very own Coxy for ten very history



WORLD SCOOP! John Bowe paying for parts after 30 years

making dollars...

John, on the off chance you get to read this, thanks for your time and being such a good bloke, you can come back any time mate.



Coxy wondering whether his celebrity customer will buy anything else!



At most all our general meetings lately the subject of tyres has come up. What's on the list what's off the list? Are the usual questions. Why this? Why not?

Twiggy and others are getting increasingly frustrated that people do not do their homework before asking questions. And it's normally the same questions that get asked month after month.

So to help a little, below is a bulletin that was issued last year regarding tyres for Group N & S. My understanding is that early last year we had over 140 tyres on the list. A joke! The Historic Commission

undertook to write to all the manufacturers asking them to submit their suitable tyres. Due to some communication problems and other various issues some manufacturers did not respond and hence their tyres were not put on this original list. Other tyres like the Dunlop D93 (which we have lovingly called a wet) was found not suitable and has been removed. The D84J is available however...but at \$500 each.

Further bulletins have been issued since this one, adding further tyres to the list. *(to be printed next month)*

***At the top of this bulletin is HOW TO GET A TYRE ON THE LIST.***

If you have found a tyre that you think would be good and answers the criteria, please bring it to the Clubs attention and we'll help you put it forward.

Due to room constraints this month, we can only print this last page.

What the committee will endeavour to do is have a newsletter page, each month, dedicated solely to tyres. And we will update that as the tyres are added and or deleted.

In fact there are several Club members who specialise in tyres and we hope one of them will champion this most boring of topics.

Page 3 of 4

Bulletin Number: **B07/090**

**An application to add a new tyre to the approved list shall include the following information:**

- **Manufacturer's information sheets showing tyre make and model identification.**
- **Tyre dimensions (overall diameter, section width and recommended rim widths).**
- **Illustrations of the tread pattern.**
- **Section sizes available in the model range.**
- **Where the tyre is produced in multiple compounds the range and the method of identification must be provided.**
- **Any other relevant information that would be required in identifying the tyre at an eligibility check.**

**The ongoing supply of specific tyre types and sizes will be essential in order for a tyre to remain on the tyre list, which will be reviewed regularly. Include indications of the likely availability of tyres in the short-to-medium term. Competitors who are using tyres on the 60 and 65 profile (as listed previously) may use these until 30 June 2008. This does not include the 50 profile tyres which were given a temporary approval and which should not be used past June 2007.**

**60% ASPECT RATIO INFORMATION**

Groups Nb, Nc, Sa, Sb, Sc

Make	Model
Avon	CR6ZZ CR28 ACB 9
Bridgestone	RE55S
Yokohama	AO32R AO48
Michelin	TB 15
Hoosier	Sports Car DOT (Bias) Vintage
Dunlop	D84J DO1J DZ02G DZ03G CR65 CR82 CR311
Goodyear Blue Streak	G12A(K) G12
American Racer	KK-704TM

**65% ASPECT RATIO INFORMATION**

GROUP Na

Make	Model
Avon	CR6ZZ CR28
Yokohama	AO32R
Hoosier	Vintage TD Speedster
Dunlop	D83J CR48(R6)
Pirelli	CR65 R5 P6 P6000

**STOP PRESS**



*Some good may come from bad – flashing overhead lights to be introduced?*

## **The incident**

In the second Under 3-litre race at the Phillip Island Historics in March an unfortunate start line incident occurred when the Read Mazda stalled on P3 and was unsighted by Peter Martin's BMW starting from P21. The BMW was following two cars closely that went either side of the Mazda when they saw it, leaving approximately 10 metres at approximately 130 kph for avoiding action. A car was on the BMW's right, an attempt was made to go left but the BMW hit the Mazda, blocking the track and causing damage to approximately 10 other cars who followed hard upon. Both the Mazda and BMW were destroyed and Peter Martin was hospitalized with internal injuries that have partially incapacitated him for some months.

## **The charge**

Many competitors were startled to hear that Peter Martin had been charged some weeks after the event with breaching NCR 183 (ix): "any action which causes or is reasonably likely to cause damage to other persons property". This was discussed at the April Club meeting and some members expressed opinions that this was an unwarranted charge as it would be difficult or even not possible to see yellow flags waved on the left hand side of the track and the stalled car sign at the start finish line, while engaged in the start hurly burly on the right hand side of the track surrounded by other cars.

Questions were also asked as to what bringing a charge like this would achieve, the message it would send to other competitors and the sport in general and the point of charging and fining a competitor with a previously clean record who had lost an immaculate car that has cost many tens of thousands to develop and was totally destroyed and received, in what could be argued was a racing incident and not the result of a deliberate or careless action which was "reasonably likely to cause damage to other persons property". Outspoken members called the charge heavy handed, unfair and even contained an element to "needing to be seen to be doing something".

## **The outcome of the hearing**

As Peter was unable to fly due to his injuries the CAMS hearing took place in Sydney. Peter defended himself and was

positively supported by Kevin Bartlett in his driver liaison and standards role. Kevin's view helped exonerate Peter from the charge. As well, the subject of quickly activated flashing overhead yellow/orange lights in the event of a stalled car was also raised, and hopefully this incident and others similar in recent years may bring about this change.

To this end a letter from NSW historic touring competitor Peter McNamara has been sent to a number of historic clubs calling for support for the introduction of flashing lights. An edited version of his letter, focusing on the recommendation, appears below:

*"...What is needed is a bright yellow flashing light displayed where it will be in every driver's field of vision in the few seconds immediately following the start.*

*The suggestion is that we should ask CAMS to adopt a procedure where the coloured traffic lights above the start/finish line (all the tracks have them) be used to display a yellow (flashing) light in the event of a stalled car. The light would be activated by a "panic button" which the starter and the half grid flaggy have and which either person can hit immediately he realises there is a stalled car. This would activate the yellow flashing lights above the start finish line and would be in every drivers peripheral vision while looking forward. This suggestion was brought up at the drivers briefing at the last HSRCA meeting at Eastern Creek, and acknowledged by the Clerk of Course, but not adopted.*

*Like most drivers, I was horrified by the start grid accident involving Pete Martin at Phillip Island. I have discussed this with him and he said that:*

*a) he was unable to see any flags (displayed on left of track) after the start because he was on the right side of the track and was obscured by the 3 rows of cars to his left, and*

*b). that the 'stalled car' board was not displayed at all (this is born out by video evidence at the CAMS hearing held last week).*

*Pete believes that if the starter had used such a yellow flashing light system, he probably would not have had the accident.*

*I recall a very similar accident in a Group A & C race at Phillip Is. the*

*year before, when two cars were destroyed and people seriously injured. I witnessed that and I am sure the flashing light above the start line would have helped avoid the accident.*

*I was at trackside when Bob Cox had his very similar accident at Oran Park and I have discussed the matter with him. Bob agrees that such a yellow light over the start line would have given him sufficient warning and he would almost certainly have avoided the accident with Steve Land. As it happened, Bob also said there was a) no yellow flag at all, and b) no "stalled car" board was displayed. I think it's not an exaggeration to suggest that it is only a matter of time before someone is killed with such an accident.*

*So, I am asking Appendix J Association of NSW to consider the matter and these suggestions and if agreed, request CAMS as a matter of urgency to adopt such a procedure so that it can become an immediate practice at all our meetings.*

*I think it is very important that all the clubs participating in motorsport with gridded starts take this up with CAMS as a matter of urgency. For this reason, I have also asked a number of other clubs which hold race meetings to consider doing so."*

Obviously the Club will take a pro-safety position on this. There seem to be a wide range of options ranging from "no passing until turn two" to "just be more careful next time, chaps". The former is obviously silly, as the start is one of the most exciting and skilful things about motor racing. Standing starts are better than rolling starts, following this logic, and people have been stalling or breaking down on grids ever since motor racing began but very few end in disaster, so maybe the latter view has weight. Somewhere in the middle would appear to be the most logical. Flashers to come on when there is a problem is a great idea, but in the event of there being no overhead gantry, as with Sandown and Winton for example, perhaps yellow flags on both sides of a starting grid waved by marshals behind barriers makes immediate sense to upgrade safety, given that establishment of external or even internal panic flashing lights will take time and money.

The Club Committee will form a view and respond shortly, I would reckon.

*Ralphie*



Minutes general meeting 28<sup>th</sup> May 2008  
Bells Hotel South Melbourne

Meeting commenced at 9.40pm after  
guest speaker John Bowe.

**Apologies:** Peter Sneddon, Ken Zinger,  
Mark Brewster, Peter Backhouse, John  
Brash.

New Members- Nick Cascone,  
Old Member Rejoined George  
Opyniskinskiski.

Minutes of previous meeting- Proposed  
F.J Luxy, seconded Matt Jigger.

## Treasurers Report See Page 2

Proposed Shatzky seconded Twiggy.

Speaking of Twiggy, at the last  
committee meeting, at the Emerald  
Hotel, his car was broken into and his  
brief case stolen.

**MAKE SURE YOU HIDE YOUR  
VALUABLES FROM THESE  
SCUMBAGS; IT WILL ONLY COST  
YOU MONEY!!**

Fortunately for us David Floyd, world's  
best treasurer will again stand for the  
position for the next year.

We have some new polar fleece winter  
jackets in stock, @55.00 and many  
larger sizes for big gizzards so buy up at  
the meeting or see Coxy at the track for  
the warmest jacket you can buy, with the  
club logo on it.

## COMPETITION

There was a bit of discussion about  
biff and barge at Winton Historic, no  
intentional bad behaviour, perhaps cold  
tyres and shit on the track are to blame.

Entries were down at Winton for a  
number of reasons, none more so than  
the handicap race and scrutineering  
issues at the last years meeting it seems.

Next meeting is the state round at  
Sandown 26/27 July.

Please support this meeting, Great track,  
and no accommodation for locals and  
always well run by the Sports Sedan  
association.

## Pointscore.

See elsewhere in the mag.

Luxy and Nick testosterone equal on  
points.

## MEMBERSHIP

Letters were sent out last month to past  
members with the offer to rejoin with no

rejoining fee, so far this generous offer  
has been taken up by 1 person.

COMP 149 LIFE 6 SOCIAL 25 NON  
FINANCIAL 18

## NEWSLETTER.

Some members are not receiving their  
newsletter by email due to some spam  
virus thingy, so check that your anti  
virus software is not eating your club  
mag, cause I'm sure the porn's getting  
through O.K !

P.S. please send some stuff to Ralphy  
for the mag, yeah even the porn.

## WEBSITE

Thanks to Michael Cruse for his work  
to get our website updated, checkout the  
new forum and ad your views or buy  
and sells or anything that's relevant to  
what we do.

## ELIGIBILITY

What else would we talk about but  
bloody tyres, I reckon we should send a  
delegation from the club to the USA to  
attend the Jerry Springer show, and talk  
about tyres , I'm sure it wouldn't be the  
first episode dedicated to rubber, and all  
the trailer parks are full of em.

All the tyres that  
are being used are  
on the tyre list.

If you want to ad a  
tyre to the list see  
Twiggy.

The Dunlop  
tyre that has  
been a boner  
of contention  
is apparently  
marketed as a  
WET so as of July  
1 is not eligible  
for group N.

Mark Shatz  
suggested that we  
publish a copy of  
the tyre list and  
any updates in the  
mag each month  
as competitors  
will always be  
aware of what's  
happening with  
tyres.

Historic Winton,  
scrutineering was

done around the pits and everywhere  
else that cars were hidden and it seemed  
to work well.

5 cars were audited including Fast  
Johnny AGAIN! (Perhaps his eyes are  
too close together.)

Rear ends were checked for caster  
camber adjustment and apparently Matt  
Jager was heard to ask "Does my bum  
look big in this?" The reply was no as  
his is not floating.

A.G.M. Next month come along and  
select your committee, and for \$%^  
sake some one put their hand up to be  
the Secretary.

## GENERAL BUSINESS.

Jervis needs Dorian timers for the six  
hour relay at Phillip Island in august.

Ralphy bought back some fine articles  
of clothing from South Africa and gave  
them as gifts to some of the members,  
apparently he had a great time.

MEETING CLOSED AT 10.30PM

Coxy



**Australian Classic  
Wire Wheels**

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to suit all makes and models

Including wheels, hubs, knockoffs, complete sets & accessories

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Driver	VMRC Rd 1 Calder	VMRS Rd 2 Sandown	PI Hist 10Oldies P.I.	VMRS Hist Rd 3	Club Wint	Club Champ
<b>NCA Over 5000cc</b>						
Mat Jager				27		27
Darren Collins			34			34
Michael Miceli				34		34
<b>NCB 3500-5000cc</b>						
Robert Braune				26	34	60
Michael Bugelly		31	19			50
Paul Dobson	30	31		14		75
Glenn Miles	28					28
Steve Bye			21			21
Geoff Taylor	26		19			45
Michael Hibbert			39		31	70
Andrew Whiteside			25			25
Darren Pearce			46			46
John Mann			13			13
James Frolley					9	9
Peter Burchill					26	26
<b>NCC 3001-3500cc</b>						
Scott Slater			46			46
Graham Slater				25		25
Leo Tobin	27	30			3	60
John Harrison			27			27
Doug Growcott			19			19
Gordon Cox				23		23
Angelo Taranto			19	35		54
Garry Edwards	34	37		38	36	145
Scotty Taylor			15			15
Brett Smith		17				17
Ray Challis			35		25	60
Stuart Brown					29	29
Laurie Nelson			23		27	50
Jon Pillekers			3			3
Steven Pillekers		3				3
<b>NCD 2001-3000cc</b>						
Ian Watt					27	27
Robert Hare			22			22
Ben Read			28			28
Brendon Hare					20	20
Stephen White			28			28
Mark Johnson			34		33	67
<b>NCE 1501-2000cc</b>						
Bill Cutler		4				4
Justin Brown			3			3
Peter Owen		3	3			6
Don Knight			27			27
Gary Edwards			31			31
Paul Cruse			37		30	67
Chris Ralph			3			3
<b>NCF 1101-1500cc</b>						
Michael Holloway					27	27
Paul Girt					24	24
<b>NBA Over 3000cc</b>						
Andrew Cannon			33			33
Bill Trengrove			22			22
David Moran			11	31	22	64

Driver	VMRC Rd 1 Calder	VMRS Rd 2 Sandown	PI Hist 10Oldies P.I.	VMRS Hist Rd 3	Club Wint	Club Champ
<b>NBB 2601-3000cc</b>						
Rodney Gelston					19	19
Richard Fairlam						21 21
John Bourke						33 33
Tony PejkoVIC						26 26
Brent Trengrove			33		32	65
<b>NBC 2001-2600cc</b>						
Eddie Dobbs					34	22 56
Rob Southouse					19	3 22
<b>NBD 1601-2000cc</b>						
Ian Cuss						30 30
<b>NBE 1301-1600cc</b>						
Nick Cascone					26	29 55
Simon Browning					12	
John Luxmoore						26 26
Colin Doolan					29	34 63
John Bendell					12	3 15
Louis Renato						19 19
<b>NBF 1001-1300cc</b>						
Anthony Ramadge					39	35 74
Peter Melick						3 3
Len Read					10	
Colin Taylor					25	
Helen Lindner			31	32	31	30 124
James Holloway					22	26 48
<b>NBG Under 1000cc</b>						
Michael Stupka		31				30 61

## POWERCOM

**Repairs to**  
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**Race car and custom auto wiring**  
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## CAR STEREO REPAIRS



## 2008 HTCAV Race Championships Calendar

Track	Dates	Type
Phillip Island	17-18/May	State
Winton Historics	24-25 May	Golden Oldie
Sandown	26-27/Jul	State
Winton	23-24/Aug	State
Phillip Island	18-19/Oct	State
Sandown	8-9 November	Golden Oldie
Island Magic	22-23 Nov	Special

Pic Courtesy Neil Hammond



### 2008 HTCAV SPEED CHAMPIONSHIPS - CHOOSE ANY FROM THESE

#### Track Day Calendar (not exhaustive)

July 6 – Winton - BMW  
 July 13 - S'down Ford Four  
 July 19/20th – Sandown Nissan  
 August 9/10 – Winton -Jaguar  
 August 16th – Sandown BMW  
 August 24th – Calder - Maserati  
 September 20/21 - P-Island - PIARC  
 October 11th – P- Island - BMW  
 October 12th P-Island -Jaguar  
 October 26th – S'down Maserati  
 November 8/9 – P-Island - PIARC

#### Hillclimb/Sprint (not exhaustive)

Aug3 (tbc) Broadford Vic Champs  
 Aug 17 – Heathcote Sprints VHRR  
 Oct 11/12 – Mt Tarrengower VHRR  
 November 15/15 – Rob Roy MG  
 Date tbc Haunted Hills Vic Champs

## 2008 NATIONAL CALENDAR

Event Type & Date	State, Track	Event Name	Promoter
State 5-6 July	Qld Raceway	Qld Raceway Champs Rd 3	QR / AASA
Special 19-20 July	NSW, Oran Park	FOSC - Oran Park	FOSC
State 26-27 July	Vic, Sandown	State Race Rd4	
Historic 9-10 August	Qld, Morgan Park	Morgan Park Historic	HRCCQ / CAMS
State 23-24 August	SA, Mallala	S.A. State Champs Rnd 3	SCCSA
State 23-24 August	Vic, Winton	State Race Rd5	
Special 6-7 September	NSW, Eastern Creek	Muscle Car Masters	ARDC
Historic 27-28 September	NSW, Wakefield Park	Wakefield Park Historic	HSRCA
State 4-5 October	Qld, Morgan Park	Qld State Championship Rd 3	WDSCC / CAMS
State 18-19 October	Vic, Phillip Island	State Race Rd 6	
Special 1-2 Nov - TBC	SA, Mallala	SA Historic Touring Car Cup	HTCASA
Historic 8-9 Nov - TBC	Vic, Sandown	Historic Sandown	VHRR
State 15 November	SA, Mallala	S.A. State Champs Rd 4	SCCSA
Special 22-23 Nov- TBC	Vic, Phillip Island	Island Magic	PIARC
Special 22-23 November	NSW, Wakefield Park	FOSC - Wakefield Park	FOSC
Special 28-30 November	NSW, Eastern Creek	Eastern Creek - Tasman Revival	HSRCA



# PERFORMANCE

*funny name-serious parts*

**PERFORMANCE AND COMPETITION PARTS FOR ENGLISH FORDS**

**WWW.SMCKAPERFORMANCE.COM.AU**

Pic Courtesy Neil Hammond



Pic Courtesy Neil Hammond

We welcome aboard Stephen Mckay from the oddily-named smcka Performance company in Sydney who judging by his excellent website certainly offers small Ford parts at very good prices. As part of his purchase of advertising space he gets to run an explanatory press release, free of charge.

Would you like to have the same coverage of your company or service? It's yours free when you buy a year's advertising space – even for the smallest size.

Excellent rates for a year's advertising in Historic Touring Torque:

Business card size	- \$75
One sixth/page	- \$150
Quarter page	- \$200
Half page	- \$350
Full page	- \$600

Media release:

smcka offers crcka products, prices and service:

smcka Performance is a Sydney based business, operated by Stephen Mckay. They specialise in performance and restoration parts to suit all English Fords, but specialising in Escorts.

The business came about from Stephen's restoration of a Mark 1 Escort 2 door, and the realisation that none of the parts available in the UK

were easy to obtain in Australia.

aStarting from a few small parts bought in for his own car, Stephen realised that there was a demand from fellow enthusiasts and that demand was ongoing. However, the focus has been and will continue to be supplying value for money parts – if a part cannot be sourced and sold cheaper than what the cost will be for a private import, it will not be stocked.

We have a particular focus on suspension items, with front and rear adjustable suspension always in stock – items such as 4-link kits, Watts link kits, coil-over kits, tramp rods, compression strut kits are all popular sellers, and fantastic value for the club circuit or rally competitor.

In March 2008, a website was created to cope with the growing demand – <http://www.smckaperformance.com.au/>.

This proved to be more popular than expected, with the number of hits per day exceeding 60 – all without any depth of promotion.

The website offers the ability to create an account, order items (even items

out of stock can be back ordered), obtain a freight price and make the payment.

Line items have grown from less than 10 to today's total of over 90 items, the majority of which are in stock. Monthly shipments from the UK keep delays to a minimum and smcka Performance will obtain any part from the UK on request.

Purchasing items in volume ensures costs are kept low, and parts are sourced from known suppliers in UK – Burton Power, Rally Design and East Kent Trim are current main suppliers. Body repair panels are currently being negotiated with suppliers to ensure the best possible pricing.

For all your early English Ford performance or restoration requirements, why not try smcka Performance?



## NAUGHTY TORQUEY

### ELIGIBILITY

#### Group Nb Bore Size

The regulations regarding bore size in Group NB was changed in 2007 to allow cars where enlarging the original bore by a maximum of 1.5 mm (0.060") would take the car outside its original class to stay in that original class. This also brought Group NB regulation into line with the 1.5mm overbore limit of other Historic classes.

The change benefitted cars whose original bore size was almost on the class limit to rebuild engines without having to maintain the original bore size e.g. Triumph 2000, Skyline Prince etc. The change also affected some other cars which previously could not be bored out to the full 1.5mm (0.60") without going out of its original class e.g. Mini etc.

However this change applies only to the bore size and only if the stroke of the engine remains standard.

That means that if the engine that is taking advantage of the change is overbored any larger than 1.5mm(0.60") then the engine is illegal.

Remember the competitor who presents the car is liable to ensure the car is legal not the person that has said "it'll be alright" or "everyone else is using these parts". Of course the best way to ensure that you are covered is to have the engine measured and sealed when it is assembled.

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## HTCAV Club Forum

It's here!

The Club's new website forum is NOW on-line.

[www.htcav.com.au/phpbb3/index.php](http://www.htcav.com.au/phpbb3/index.php)  
or just enter the usual way.

Discuss, talk, email, buy and sell, browse...whatever! It's a facility for you to meet other like minded Touring

Car guys and swap stories, parts, dreams, even sell cars.

It's free to registered members and we hope it will soon become Australia's most visited Touring Car website. A truly valuable assets for you and this club. We hope to build a huge "For Sale" area as well as a "help forum". There's even a "Members Only Area" - where you can discuss issues you'd

like to raise with CAMS and AASA - which will be forwarded to the committee to discuss and action.

It's one of the most exciting development in years for the club. And the more people who use it the more valuable it will become.

Huge thanks to Michael Cruse for his effort getting this going.



**Historic Touring Car Association of Victoria Forum**

HTCAV is dedicated to the touring cars from the Golden Era of Motorsport, namely the 60's, 70's and 80's and those who continue to race them today. Including Appendix J, Groups Na, Nb and Nc and Groups A and C.

FORUM	TOPICS	POSTS	LAST POST
<b>General</b> A place to talk about the state of the historic touring cars at a state and national level, ask (non-technical) questions about HTCAV, and anything else you can think of.	2	2	by <b>crusey G</b> on Mon May 12, 2008 9:17 am
<b>Technical</b> The place for technical/regulation/rules regarding HTCAV, ask questions regarding technical support for historic touring cars.	0	0	No posts
<b>Video links/Photographs/Other media etc.</b> All of your in-car (HTCAV or others) and other video action. Post photos here of events etc.	1	1	by <b>Administrator G</b> on Sun May 11, 2008 4:47 pm
<b>Classifieds</b> Classifieds including cars and parts for sale, wanted or swap. Private ads only.	0	0	No posts
<b>Feedback</b> Constructive criticism or things you would like added to the board. Post problems you are having with the board.	0	0	No posts
<b>CAMS / AASA Enquiries.</b> Changes you would like to see at CAMS/ AASA, each topic will be discussed by HTCAV committee and if appropriate tabled with representatives from each organisation and replies later posted.	0	0	No posts

## Winton & ~~Wimber~~ are almost HERE! Are you ready for them ???

The TOYO R888 tyres have again proven to be both fast in FULL WET and DRY conditions and very driveable from turn one to the checked flag! There available in both 205/60R13 & 185/60R13. **EVEN BETTER** until June 30<sup>th</sup>. we have them on special for just \$199 each.



## KUMHO TYRES



The tyre that Glenn Seton chose for his assault on the over 3lt. class at Philip Island 2008 has arrived at **Essendon Tyrepower**. The Kumho V710 is available in 205/60R13. The even faster V70A is available in 175/60R13. (Outright winner of Targa Tasmania in 2007 plus 1<sup>st</sup>. & 3<sup>rd</sup>. in outright classic, Targa Tasmania 2008). Call **RUSSELL** or **RICKY** for a special limited sponsorship deal on these tyres @ **ESSENDON TYREPOWER** on 9379 2616.

## Stop! Don't go to Hawthorn looking for Derry!

Thought I'd better put the brakes on for anyone about to rush off the familiar 555 Hawthorn Rd address looking for BGT, in the form of club member and everyone's best mate, the ever-helpful Derry Robertson. From July 1, Derry will be at the Dandenong Branch and the Hawthorn premises will no longer be operating, after a glorious 53 years. I imagine cleaning that joint out will be a major undertaking and who knows what they might find lurking there – Derry, don't throw anything away!

Derry's partner John is retiring, so Derry is consolidating with the other partner Karl in Dandenong, in the existing BGT premises at 10 Webster St. You can call Derry on 9792 2805 or 9794 6787. The Melway reference in 91A C10.

It's appropriate to thank Derry for everything he has done for club members over the years and to wish the BGT all the best in the changeover.

## ALZHEIMERS' EYE TEST

Count every "F" in the following text:

FINISHED FILES ARE THE RESULT OF YEARS OF SCIENTIFIC STUDY COMBINED WITH THE EXPERIENCE OF YEARS...

HOW MANY ?

WRONG, THERE ARE 6 -- no joke.

READ IT AGAIN !

Really, go Back and Try to find the 6 F's before you scroll down.

The reasoning behind this?

The brain cannot process "OF".



## MEMBERSHIP

This month we mailed out 129 letters to Past Members - people who have not been a member for over 12 months. We offered them their old number back and no joining fee to re-join. So far lots of "Not at this address" have returned and one rejoined member. We'll keep you up to date.

**As of 30 May 2008**

Competition.....	151
Life/Honourary .....	6
Social.....	26
<b>Total.....</b>	<b>183</b>
Non-financial .....	17•

• 17 is the lowest Non-financials in the last 5-6 years.



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- PC setup & installation.
- MYOB & Quickbooks setup.
- All general PC help.
- Web site design & maintenance.
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### Sign Services

- Vinyl lettering.
- Magnetic signs.
- Car, truck & boat signs.
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- "A" boards.
- Logo design.
- Safety signs.
- Displays.
- Window signs.
- Layout & design.

### Digital Printing

- Gerber Edge thermal printing service.
- Vinyl decals & stickers.
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Dandenong 3175

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Mobile : 0407 802 815

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Web : [www.graphtextsigns.com.au](http://www.graphtextsigns.com.au)





For professional DVDs of the Phillip Island Classic and Winton Historics as well as lots of photos of Group N cars and other Historic vehicles contact Rob Lang on 0412 001 263 or email [roblang747@yahoo.com.au](mailto:roblang747@yahoo.com.au)

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& soon  
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1. Only HTCAV financial competition members are included in the pointscore.
2. Points are awarded per race for finishers 1 through 6 dependent on the number of starters in each class. (See table below for details).
3. The Competition Calendar shows which events are eligible for points for a year.
4. Only HTCAV financial competition members are included as starters in eligible Victorian events.
5. Three points are allocated for participating (signing on) at an event.
6. One point is allocated for the fastest timed lap of the event, for each class, during racing but not including qualifying.
7. In a handicap race eight points will be allocated to each finisher of that race
8. Points are allocated for finishers, 1st through to 6th in each class, in each race of an event (to a maximum of 3 races). If an event has more than 3 races, the last 3 races only will be scored.
9. Points are calculated from a competitor's best 5 events during a year, which may include one nominated interstate event.  
Any Interstate, Group N, event where a CAMS Provisional Circuit (formerly known as C3) Licence holder can participate is eligible for inclusion.
10. At interstate events all cars are counted as starters - not just HTCAV members.
11. It is the competitors responsibility to collect interstate results sheets and supply them to the competition secretary for inclusion in the HTCAV pointscore no later than November 15 of that year. Interstate events will be scored using the HTCAV pointscore system.
12. If a car has a DNS in a race, it is not counted as a starter and points do not apply to that car for that race.
13. If a car starts a race, but has a DNF, it gets 0 points, but is counted as a starter.
14. Where the grid is separated into fast and slow (Not Over and Under), The results shall be deemed as one large race with the faster grid being the first finishers and the slower thereafter.
15. If members change classes their points stay within each class but can be added for Total Points.
16. Members may race as many classes as they like at an event, but can score points in only one nominated class. This one class may be nominated post event, but no more than 3 days after the event. It is a member's responsibility to make the Competition Secretary aware of their nominated car. Points will not be allocated retrospectively.
17. Other race series such as the VSRS, VSCRC and Biante use different methods to score their series. This does not affect the HTCAV's pointscore system.
18. Where there is no result deemed in a race, there will be no points allocated for that race. 3 points will still be allocated for participating at that event.
19. In the event of a Club Championship draw, there will be a count back. The competitor with the highest number of superior placings will be declared the winner
20. Certificate of Description (COD) cars will run in special classes "shadowing" the pointscore classes ie a COD 302 Mustang would run in "NC COD 3501-5000".

### Points Allocation - Per Race

No. of Starters	Finishing Position					
	1st	2nd	3rd	4th	5th	6th
6+	14	12	10	8	6	4
5	13	11	9	7	5	
4	12	10	8	6		
3	11	9	7			
2	10	8				
1	9					

Plus 3 points for participating

Plus 1 point for fastest lap in your class

## How the Club's various Championships work.

### HTCAV Club Championship

Your **best 5 results** from ANY of the events below are combined to calculate your class and outright results.

#### HTCAV Golden Oldies Championship

is scored by your combined TOTAL over these 3 "historic" events

- Phillip Island Classic
- Winton Historics
- Sandown Historics

#### HTCAV State Championship

is scored by your combined TOTAL over these 5 events

##### CAMS State Champs.

- Sandown
- Sandwon
- Phillip Is.

##### AASA State Champs.

- Calder
- Calder

#### Other Eligible Events include:

- Island Magic
- One eligible interstate event

Other awards given out each year at the Presentation night include: Rookie of the Year, the Hard Luck award and the Clubman of the Year award, which is voted for on the night by the members.





## Fastest Nb car in Australia?

Sandown 1.23.3,  
Phillip Island 1.52.1,  
Bathurst 2.37.0. Lap records Bathurst and Sandown. Proven very reliable car.

Ready to race NOW! I've even changed the oil, filter and full tank of AV!! CAMS Victorian Champion 2006. HTCAV Club Champion 2006 & 2004. Floater, rear end, special headers C/R & W/R boxes 3.7 (in car) & 3.5 diffs. Many other bits too. Dyno sheets to buyer only! Tyre setup sheets too. \$85,000. Plus spares for \$10,000: Car trailer. Mexican block + .0020, Brand New Sportsman block, 4 rims with Yokohama 048's, 3.9 ring and pinion diff gear, detroit locker, 2 radiators..plus plus plus.  
Sad sale - Jervis 0409 137 629



## For Sale! Group N's most loved Escort!

Certainly the most photographed and talked about one at least! Team Bryant Racing offers its 1300GT race car for sale complete with custom

trailer, spare rims with wets etc. Comprehensive data and set up information available to purchaser. This car is a class winner in the right hands and boasts arguably the best reliability record going around. The build quality of this car is simply 'the best'. It is offered in 'as raced' condition and comes fully prepped and ready to go. All mechanical components are fresh and car is fully audited etc.

Expressions of interest are sought – contact Dean Bryant on 0417 012 526



## Mini for Sale

1969 MKII MINI Cooper S, logbooked as Tarmac Rally car, would take very little to convert it to Nc. Immaculate car. Full cage, High rev 1380cc engine, straight cut everything,

LSD, 2 sets wheels, shocks, coilovers, suspension, engine, gearbox, parts, etc. Very fast and reliable car. 2.0. 100 PI, 1.36.00 Sandown. Very successful car in the Victorian Mini championship and State Hillclimb championship. Always in the top 3. Many class wins. Lots of history. No cost spared build. Professionally setup and corner weighted.

Please call for more information. Regretful sale. Call Nick Cascone 0409 959 072, nickcascone@netspace.net.au \$20,000



## For Sale. Hey Charger

Valiant Charger  
Group N  
Engine Number  
265D33IT04659  
Log Book  
Number H0542

Car was built by Lloyd Bax and Log Booked in June 1998 has competed in 28 race meetings including Australian



Grand Prix 1999  
Driven by Lloyd Bax and Bathurst 2002 driven by John English  
The engine has recently been rebuilt including new

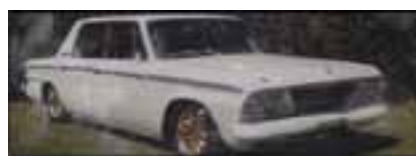
pistons, camshaft, push rods, electronic distributor etc and now runs on ULP 98. Invoice showing all work can be supplied. Engine bay has undergone a fresh paint job. Car needs to be rewired and requires some reassembly but is basically complete and rolling.

Photograph of the car competing can be seen in Gavin Farmer and Gary Bridger book "Hey Charger" plate 49 Car can be viewed in Melbourne \$35,000 ONO

Jeremy Mantello 0418 545185 or jeremy@mantelloholdings.com.au

## 1964 Studebaker Lark Group 'N' racer

Fresh big HP 283 Chev c/w top quality internals & workmanship. Freshly painted, 4 spd T10, newish LSD, BGT brakes & many spares. Bathurst 2.47, Phillip Island 2.00. Strong safe car easily converted for road / tarmac rally. Trade ins possible! Gordon 0418 270 494 (02)60328190 ah.



## Is it Weber or Webber?

Well I can tell you that a WEBBER is now an Australian F1 racing driver and also a type of duck (webbed feet?), and a WEBER is one of those Italian made devices a lot of us use on our race cars to mix air with that highly priced and inflammable liquid called petrol. I can help you get the most out of yours at a reasonable cost. If you need help with linkage setup, supply or tuning please call Len Read at Racepoint Developments 59778771 or 0408548133.

## 48IDA Weber carburettors

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**I've never worked so hard, now that I'm unemployed.**

As most of you would now be aware, my erstwhile employer discovered that it indeed was expensive to sponsor the traffic eggbeater, and closed down. Yes, I choose to believe that the operation's recent defuncticity (or, 'defunctitude' if you will) is largely due to the extra cash that was being tipped into the loud whirly hole in the sky. Rather than the incompetence of the workforce, of course. At any rate, this unwillingness shown by my place of toil to continue being there has meant a short holiday for yours truly. A spot of time at home to have a rest, and get a few odd jobs done about the place.

I'll start by saying that I don't wish to put my militant femmo mates off side. But the thing is that several Not So Current Affairs programs over the years have used slow news weeks to bemoan the plight of the average suburban wife. I can now confirm with some authority that this carry-on about it being so hard is a CROCK. Because the truth is that being a good Hausfrau is not such a difficult thing. Particularly when the main alternative consists of laying supine on one's lounge – or beanbag perhaps - and soaking up some day-time telly.

You see, every movie seems to be about a blind fat kid that's about to die of some hitherto undiscovered form of brain-eating fungus. SO uplifting. But they're not done with you there, because every twelve minutes you are assaulted

with a series of advertisements which simply reinforce the sheer futility of life. Apparently. You'll cop a Life Insurance ad, followed by an ad for a Funeral Director. (This is admittedly a sensible progression when you think about it.) If only it ended there, though; because bringing up the rear is our old friend the Funeral Insurance advert, which in my view redefines 'Laying it on with a trowel'. You'll then be treated to another quarter hour of brave but hopeless little Timmy valiantly fighting off an evil he can't see. Which will then in turn be followed by another round of reminders of your – apparently impending – mortality.

It should therefore come as no surprise whatsoever that I only managed to sit though a couple of days of this before I shook off the agoraphobia and went looking for something to do. Okay then, it was a week; but in my defence Roman had a really good storyline going on Days... Instead I now fill my waking hours with efforts to keep a nice home for my hardworking spouse. Seriously, I'm like something out of a 1950s *Good Housekeeping*.

Part of what makes it easy is the routine; every day it's the same. Make lunch, deliver Boss to train, clean floors, do dishes, wash, fold, iron, etc. etc. etc. And let's not forget the shopping! 'Down the street' is where you'll generally find every citizen of octogenarian standard and up; no doubt avoiding those ads. The funny thing is though, that the less time they would appear to have, the more they use. And frail as they appear, one old fart can blissfully block any supermarket aisle you care to nominate. All the while blithely ignoring any "hurry up" glare that may be plastered to the back of their weathered scones. Because I've got a schedule to keep.

For you see, while the general homemaker stuff is easy, I like to put that bit of extra effort in. Create a 'noise envoiement' for my hardworking breadwinner. And all of this takes time. Find something different for dinner; learn how to make it. Fail. Buy something pre-prepared that looks home-ey, and then top it all off by locating a lovely bottle of *Chateau Le*

*Goepner*. A delightfully relaxing drop, I recommend their late sixties vintages. All of this takes time, what with the several trips backwards and forwards required, and this is why it won't do to be trapped in the remake of Cocoon where they DON'T find the pods. And if you think you're not going to wait while Mrs. Johnson has a chat with the butcher, think again. Some of those ladies have elbows like they could play front row for the Storm.

When I've done enough housey stuff to make Ita Buttrose jealous, it's then time for us to look to the list left us by The Boss for inspiration. This has thus far contained such gems as 'fix fence', and 'service car'. Fair enough, these are all jobs that a robust and manly individual should be able to handle quite easily. So why is she asking ME to do it?

Sadly though, all this domestic bliss must be put aside, as one's interlude must inevitably come to an end. Amongst other things, it has been 'agreed' (some may say decreed) that there shall be no more racing until gainful employment is found. We did have a shot at convincing The Boss that the current tyre bank must be used up before the use-by date. However this was sunk by no other luminary than Mr. John Bowe, who vowed and declared – in public, no less – that a tyre could be the best part of twenty years old and still be quite serviceable.

Yeah, thanks JB. Don't suppose you've got any jobs going?



Pics Courtesy Neil Hammond

Mat sitting his drivers licence!



## TO ALL THE KIDS WHO WERE BORN IN THE 1920's, 30's 40's, 50's, 60's and 70's

And early 80's!!

- First, we survived being born to mothers who smoked and/or drank while they carried us and lived in houses made of asbestos.

- They took aspirin, ate blue cheese, tuna from a can, and didn't get tested for diabetes or cervical cancer.

- Then after that trauma, our baby cribs were covered with bright coloured lead-based paints.

- We had no childproof lids on medicine bottles, doors or cabinets and when we rode our bikes, we had no helmets or shoes, not to mention, the risks we took hitchhiking.

- As children, we would ride in cars with no seat belts or air bags.

- Riding in the back of a Ute on a warm day was always a special treat.

- We drank water from the garden hose and NOT from a bottle.

- Take away food was limited to fish and chips, no pizza shops, McDonalds, KFC, Subway or Red Rooster.

- Even though all the shops closed at 6.00pm and didn't open on the weekends, somehow we didn't starve to death!

- We shared one soft drink with four friends, from one bottle and NO ONE actually died from this.

- We could collect old drink bottles and cash them in at the corner store and buy fruit tingles and some crackers to blow up frogs with.

- We ate cupcakes, white bread and real butter and drank soft drinks with sugar in it, but we weren't overweight because.....



Pics Courtesy Neil Hammond

## WE WERE ALWAYS OUTSIDE PLAYING!!

- We would leave home in the morning and play all day, as long as we were back when the streetlights came on.

- No one was able to reach us all day. And we were O.K.

- We would spend hours building our go-carts out of scraps and then ride down the hill, only to find out we forgot the brakes.

- We built tree houses and cubby houses and played in creek beds with matchbox cars.

- We did not have Playstations, Nintendo's, X-boxes, no video games at all, no 99 channels on cable, no video tape movies, no surround sound, no mobile phones, no personal computers, no Internet or Internet chat rooms.....WE HAD FRIENDS and we went outside and found them!

- We fell out of trees, got cut, broke bones and teeth and there were no lawsuits from these accidents.

- Only girls had pierced ears!

- We ate worms and mud pies made from dirt, and the worms did not live in us forever.

- You could only buy Easter Eggs and Hot Cross buns at Easter time.....no really!

- We were given air rifles and sling shots for our 10th birthdays,

- We drank milk laced with Strontium 90 from cows that had eaten grass

covered in nuclear fallout from the atomic testing at Maralinga in 1956.

- We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just yelled for them!

- Mum didn't have to go to work to help dad make ends meet!

- Footy had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Imagine that!!

- Our teachers used to belt us with big sticks and leather straps and bullies always ruled the playground at school.

- The idea of a parent bailing us out if we broke the law was unheard of. They actually sided with the law!

- Our parents got married before they had children and didn't invent stupid names for their kids like "Kiora" and "Blade"

- This generation has produced some of the best risk-takers, problem solvers and inventors ever!

- The past 70 years have been an explosion of innovation and new ideas.

- We had freedom, failure, success and responsibility, and we learned

**HOW TO DEAL WITH IT ALL!**

And YOU are one of them!

**CONGRATULATIONS!**

You might want to share this with others who have had the luck to grow up as kids, before the lawyers and the government regulated our lives for our own good.

Kind of makes you want to run through the house with scissors, doesn't it?!



Pics Courtesy Neil Hammond

# SONIC LITE



## Schnell Motorsport

is excited to offer the Australian designed **SONIC LITE** racing wheel

- Designed in Australia to suit the needs of historic touring, rally and clubman cars
- Based off original Penske Trans-Am wheel of the '60s
- High quality finish and exclusive to Schnell



**RRP \$199 per wheel**  
(not machined)

**\$999 per set**  
(fully machined)

*(Prices include GST)*



- DOT approved, meet with the highest of International standards
- Huge caliper clearance
- Will suit early Ford, Holden, Mazda & Clubmans
- Currently only available in 13x7 fitment (-6P to +6P offset)
- Can be machined for either 4 or 5 stud applications

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